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HONGKONG, TUESDAY, JUNE 7TH, 1904.

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CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 3 SECONDS.

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THE REGISTERED OFFICE of the  
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A. H. MANCILL,  
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IMPORTED EVERY MONTH, THERE-  
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ELEY'S, SCHULTZ'S, AMBERITE  
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CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
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all Sizes, Nos. 10 to 888G. AIR GUNS and  
AMMUNITION in Variety.

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Elegantly Furnished Reading, Drawing  
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Private Bar and Two Billiard Rooms for  
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Dining Accommodation for 300 persons.  
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Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South  
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A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
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Special Rates for Tourists.  
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(HOTEL-SANITARIUM OF SOUTH  
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All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
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Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. *Hongshan*), daily to and  
from Hongkong, and two steamers to and  
from Canton, give easy communication with both  
these centres.

Cable Address—"BOA VISTA."  
For Terms, apply to  
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## CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG  
to MACAO, thence to CANTON and back to  
Hongkong, will be found interesting and  
enjoyable

WM. FARMER,  
Proprietor.



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LIMITED

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An Assistant will be on duty at all times to dispense prescriptions.

A. S. WATSON &amp; CO.

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## NOTICE TO CORRESPONDENTS

Only communications relating to the new columns should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 P.M. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: INTER. Code: A.B.C. 5th Ed. P.O. Box, 33. Telephone No. 12.

## MARRIAGE.

On the 6th June, at St. John's Cathedral, by the Rev. T. T. Johnson, M.A., MABEL DAISY, youngest daughter of the late H. L. MATHER, Hongkong, to ROBERT ROBERT, Port Glasgow, Scotland. [142]

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEUX ROAD CH. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 7th JUNE, 1904.

The annual reports of the medical officials in charge of the hospitals of the Colony, published in the current number of the *Government Gazette*, contain much information of a welcome nature. We note especially the indications that the Government anti-malarial measures have been beneficial to the public health, and we are pleased to note, too, a gratifying success achieved in the treatment of cases of plague. These are the two most conspicuously satisfactory features of the reports. Dr. ATKINSON, the Principal Civil Medical Officer, in his report to the Government on the working of the Medical Department during the year 1903, embodies a return of the cases of malarial fevers admitted during the year into the military hospitals, kindly supplied by Colonel WREB. This return shows a decrease of 563 in the number of European cases, and of 220 in the Asiatic cases. There can be no doubt that this marked diminution is due, as the Principal Civil Medical Officer says, to the extensive training of nullahs and other anti-malarial measures which have been carried on in the neighbourhood of the Barracks by the Military Authorities. At the Government Civil Hospital, too, the diminution in the number of admissions from malarial fevers was maintained, the number for last year being 346 as compared with 349 in 1902, and 787 in 1901. These figures show that the anopholes mosquito does not breed so plentifully in

the island as he did a few years ago. Since 1901 the Government has accomplished much in the way of training nullahs and so ridding the colony of the mosquito-breeding pools which were so abundant before Major Ross proved to the medical world their relation to the prevalence of malarial fevers. The returns must encourage the Government to continue their anti-malarial measures. There is much yet to be done in that respect both in the Western and Eastern districts. We may note in this connection an interesting suggestion made by Dr. BELL in his report as superintendent of the Government Civil Hospital. In writing of dysentery, he remarks that it is now practically considered as a symptom of a disease due to many causes, but not much has been done towards elucidating the special factor in each case. Malaria *per se* is not generally considered to produce this disease, but Dr. BELL is inclined to think it does, and with the increase of microscopic work now done at the hospital, he hopes to be able to add a few facts to those already accumulated regarding this serious ailment.

With regard to the treatment of plague it appears from the report of Dr. THOMSON that the use of carbolic acid proved of considerable value, but perhaps, of greater value still is an improved means of diagnosis, the credit for which belongs to Dr. BELL. By this method the doctors have been able to diagnose a much larger number of very mild cases, and many which would not have been diagnosed as plague in former years were proved to be plague and sent to Kennedy Town. These cases swelled the proportion of cases recovering. The use of carbolic acid was commenced late in the epidemic, and a couple of tables show the mortality before and during the use of carbolic acid. In the first half of the epidemic, *i.e.* before carbolic acid was used, the mortality rate was 86.6 per cent; in the latter half, under the use of carbolic acid, the rate of mortality was only 33.4 per cent. Perhaps it would be too much to draw from these results the definite conclusion that the improvement is entirely due to the use of carbolic acid, for, as Dr. THOMSON remarks, its use was commenced at a stage in the epidemic when there is a greater natural tendency to recovery, the disease being invariably more virulent early in the season. But when all allowances are made, Dr. THOMSON admits carbolic acid to be of undoubted value in the treatment of plague when given in such doses as to allow its sufficient concentration in the blood to exert its antiseptic action on the bacilli. The doses a plague patient is able to take are enormous. The treatment begins with an initial dosage of 144 grains in 24 hours—12 grains every two hours. It is mentioned that one European patient consumed over 2,500 grains of pure carbolic acid before his blood was free from plague bacilli! It is an astonishing fact that in spite of these enormous doses carbolic acid poisoning is practically unknown, and Dr. THOMSON, who tried carbolic acid in smaller quantities in 1901 with no very marked result, is now of opinion that carbolic acid in large doses is the most hopeful means of treating plague thus far at the disposal of the medical fraternity in Hongkong. It is not, of course, a specific remedy, and, while reporting favourably on its use, the Doctor urges upon the attention of His Excellency the Governor the desirability of carrying into effect before next epidemic season proposals already sanctioned for the production of a curative serum for the treatment of plague. Altogether the medical reports contain abundant evidence of excellent work on which the Medical Department is sincerely to be congratulated.

The English mail of the 7th May was delivered in London on the 4th inst.

The Alice Memorial Maternity Hospital in Bonham Road is to be opened to-day. Mrs. May has kindly consented to perform the ceremony.

The visitors to the City Hall Library and Museum for the week ending the 29th May were:—Library, 227 non-Chinese, 100 Chinese; Museum, 100 non-Chinese, 1,714 Chinese.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospital:—Geo. Murray Bain, £20.

Between Saturday and yesterday noon, nine cases of plague were notified. All were Chinese cases, and seven of them were fatal. During the week ended Saturday last 26 cases were notified; in the same period there were 37 deaths from plague. The only other cases of communicable disease reported during the week were five fatal cases of cholera, all Chinese, and three Chinese cases of small-pox, of which one was fatal.

The *Sunday Sun*, of Manila, says "that the abolition of the chit system will result in Manila being duller than ever; but China will benefit by the incursion of Manila 'chitsters.'" We may add that Hongkong has experienced these "benefits" from Manila, as well as other "chitsters" and will be found not too ready to accept further "benefits" of this nature.

The Nanking Viceroy has informed the Shanghai Taichai that he has given no promise to the Consul delegates regarding the immediate appointment of the Chinese representatives required to complete the constitution of the Whangpu River Conservancy Board. On the contrary, he says he has requested the consideration of an alternative proposal—namely, that China shall forthwith undertake the work with her own resources. This proposal, the Viceroy adds, has been embodied in a memorandum which has been handed to the senior Consul.

At Willis's Rooms, London, last month, a large collection of Japanese dwarf plants, including many interesting and rare specimens collected in Japan, were sold at auction. 189 lots produced a total of about £400, the principal prices being as follows:—Maple, grafted with two varieties, red and green—£11 10s.; "Maple palmatum," said to be 400 years old, in a very shallow pan with a depth of about 2½ in.—£16; "Wistaria multiflora," with curiously twisted trunks, with over 120 blooms upon it, 350 years old—£11; "Thunja obtusa," green variety, 350 years old—£16 10s.; and another plant of the same, golden variety—£10 10s.

According to the *Depeche Coloniale*, extensive irrigation works are about to be started in several provinces of the Tonkin delta in French Indo-China. These works include canals and barrages. In the province of Annam, near Phuly, a canal is being made in order to drain this region; the quantity of earth to be removed is estimated at 800,000 cubic metres. By the barrage of several estuaries in the province of Phu-Lien, 50,000 hectares will be rendered suitable for the cultivation of rice. Similar results will be obtained in the lower delta by the construction of dykes on the seashore and of sluices, which will accumulate water during the rainy season, and protect the rice-fields from the sea at high tide.

The death is announced of Mr. J. N. Tata, who died on the 19th ultimo while on his way to Germany. The *Kobe Chronicle* says Mr. Tata was one of the pioneers of the import of Indian raw cotton to Japan, in connection with which the Japan-Bombay line of the N.Y.K. was started in 1893. A few years ago the decoration of the Fourth Order of Merit was conferred upon Mr. Tata by the Japanese Government, and he received other tokens of recognition of the important part he took in the development of this branch of the nation's commerce and the opening of direct trade. The Spinning Union of Japan has sent a telegram of condolence to Mr. Tata's family. The deceased gentleman was born in 1839, and therefore 65 years of age.

In the review of the year's work by the Committee of the Church Missionary Society it is mentioned that China was beginning to follow in the steps of Japan. In some provinces students were being examined in the education systems of ancient Greece and in Herbert Spencer's philosophy, and were exhorted to study Christian books and give up opium; viceroys were issuing proclamations against footbinding; mandarins were asking for a Chinese translation of the "Encyclopaedia Britannica," and, meanwhile, were purchasing the English edition of that colossal work. When Japanese sailors saved their enemies from drowning and bound up their wounds they were imitating Europe in what Christianity alone had taught Europe to do. Their best leaders knew it, and many believed that Western civilization must be crowned by the Western religion; but they had to learn that Christianity was more than a superior system of ethics. Bishop Ridley, who had lately visited Japan, said he looked to the native churches to evangelize the country, but they needed spiritual impulse and guidance.

The annual meeting of the Christian Literature Society for China was held at Exeter Hall, London, last month. Dr. James Johnston, late of Shanghai, presided. The report presented by the Rev. J. Cunningham Brown stated that the society had lately begun a Chinese weekly journal at Shanghai. During the year new publications had been issued to the extent of 11,500,000 pages, besides reprints to the extent of 25,500,000 pages, and pirated editions of many of the society's books were published in many parts of the Chinese empire. Dr. Richard, of Shanghai, had been approached with a view to a Chinese translation of the "Encyclopaedia Britannica," and hundreds of applications for such a translation had been received. Such an enterprise, however, was, with the society's resources, utterly impossible. At the examinations for degrees questions such as the following were common:—"Explain free trade and protection." "How do foreigners regulate the Press, post-office, commerce, railways, banks, bank notes, taxation; and how do they get faithful men?" "Wherein lies the naval supremacy of Great Britain?" The Christian Church should at once show that the blessings of civilization came from Christianity. Already some of our Western books had been translated into Chinese by Japanese writers, who omitted all the Christianity in their contents. This society was peculiarly able to do the work required, if its resources were not so paltry. Sir R. K. Douglas, seconded by the Rev. D. MacGillivray, moved the adoption of the report, which was agreed to.

One of the most juvenile Government officials at Hongkong is a little boy in his teens, a clerk at the Harbour Office who has been nicknamed the "Assistant Harbourmaster." At the Marine Court yesterday morning he found himself rather in a quandary when asked to swear a British witness in due form.

On the morning of the 1st inst. Police-Inspector Robertson looking over a bridge at Shaokwan saw the body of a man lying on the stones about two feet below. On it being conveyed to the mortuary it was identified as that of Gunner Stokes, of the 83rd Company, R.G.A. Deceased had been stationed at Lyceum, and was last seen alive in Hongkong on May 30 about 10 p.m. Dr. Hunter after a post mortem examination certified that death was due to an injury to the spine. It is believed he had an accidental fall.

The s.s. *Glenary* which arrived from Singapore yesterday brought up Harrold's Circus from Singapore. The circus is on its way to Shanghai, and is expected to perform here on the way back. A large elephant was to be seen on board standing on the fore-hatch, nodding pleasantly to all comers. Shortly before embarking at Singapore, the elephant, a donkey, escaped from the circus and had to be left behind. The police, however, were soon on his track and held him in custody till the s.s. *Lai Sang* followed on. This steamer arrived yesterday also, and it is declared that the donkey simply laughed with delight when he met Jumbo after their short parting.

## A GRUESOME "DEAL."

Visitors to the St. Louis Exposition will shortly be able to witness a novel succession of cinematographic pictures portraying the execution of over two hundred prisoners at Canton. A short time ago a Hongkong photographer paid a visit to the Viceroy and came to an arrangement with him whereby all executions were to be postponed until a date towards the end of the present month. A cinematograph was meanwhile on its way hither from the States, and is now in the Colony awaiting transshipment on its grassy errand. It is stated that \$50,000 will be the price forthcoming for the films from an American syndicate. But no doubt there will be "squeeze" to pay at Canton.

## SHOOTING CASE ON A STEAMER.

There has been a serious shooting case on the s.s. *Heathburn*, now in harbour. The victim was a Chinese quartermaster who is now at the Government Civil Hospital in a precarious condition. The carpenter of the steamer, a Norwegian, is now in custody. The affair, it is alleged, took place in the middle of the night, the Chinaman receiving wounds in the chest and arm. The trouble is stated to have arisen over some Japanese women who are said to have been stowed away on the ship.

## ROGUERY IN HONGKONG.

It appears that a Chinaman at Hongkong has been dazed by the confidence trick. Li Tong, of No. 76, Park Street, Central Market, was given \$230 by his father to pay a bill with. Li went up to the Police Station in great distress and reported a highway robbery, but on being interrogated it transpired that he had been made a fool of. A man came up to him and got into conversation. After walking together some distance the stranger showed Li a roll of notes, about \$1,000, saying he had found the bundle in the hold of a steamer. He asked Li to change them, offering to give him one note for his trouble; he was afraid himself. He required security, however, while his friend was gone, and Li foolishly gave him the \$230. On opening the bundle of notes, as he thought, Li found a roll of useless paper. The trickster had disappeared. No arrest has yet been made.

## CHINESE REFORMERS AT KUALA LUMPUR.

## ELOQUENCE LEADS TO STRIKING RESULTS.

A telegram to the *Straits Times* from Kuala Lumpur says:—There was a crowded meeting of the Literary and Debating Society on Saturday, May 28th, where the subject of debate was the proposal advanced, by Mr. Loie Chow Thye, to the effect that "the first step in Chinese reform is in cutting off the queue." The proposal, which was valiantly opposed by Mr. Cheah Boon Teat and others, was warmly discussed, about a dozen members delivering impassioned speeches. On a ballot being taken, it was found that nineteen members had voted for the removal of the *towchang*, and eighteen against. Then, amidst a scene of the greatest excitement, certain prominent members of the Chinese community expressed a wish that—in order to demonstrate that they had the courage of their convictions—their *towchangs* might be then and there cut off by the President of the Society, Dr. Gnoch Lean Tuck. This was done amid tremendous applause.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 6th at 11.50 p.m. The barometer has risen throughout China and the Philippines and has fallen in Japan. Gradients are very slight on the China Coast and light variable winds will be met with in the Formosa Channel. Over the China Sea they are rather more marked and moderate S. to S.W. winds will prevail over the region. Forecast:—Moderate S. to S.W. winds, fair, occasional showers.

## THE WAR

[FROM OUR OWN CORRESPONDENT]

## RUSSIAN GUNBOAT BLOWN UP.

KORE, 6th June.

Admiral Togo reports that a gunboat, believed to be the *Gilyak*, was blown up by a mine at Port Arthur.

[The *Gilyak* is a gun-vessel of 963 tons displacement; 200 ft. in length; 37 ft. beam; and 9½ ft. draught. Her i.h.p. is 1,000, the engines being capable of driving her through the water at 12 knots. The guns consist of one 4.7-in. five 3-in., two 2.0-in. and four 1.8-in., and besides these she has a torpedo-tube. Her complement is 150 men. She was built at the New Admiralty works, St. Petersburg, in 1897, being completed a year later.—Ed.]

[JAPANESE OFFICIAL DISPATCH.]

## RUSSIAN GUNBOAT BLOWN UP.

Tokyo, 6th June, 12.35 p.m.

Admiral Togo reports that the Fifth destroyer flotilla, while engaged in blockading Port Arthur at 7.40 p.m., on the 4th inst., witnessed a gunboat of the *Gilyak* type belonging to the enemy blow up and sink at the front of Chengtaishan, probably by striking one of our mines. Another Russian gunboat, some destroyers and steam-launches which appeared to be engaged in clearing mines outside Port Arthur hastily fled inside.

[REUTERS'S SERVICE.]

## GENERAL STOESEL'S REPORT ON THE BATTLE OF NANSHAN.

LONDON, 4th June.

General Stoessel's report of the battle of Nanshan, hastily pencilled, was sent by junk to Yingtow and from there telegraphed. It says that the Japanese fire, especially from the gunboats and destroyers, annihilated the batteries at Kinchau. Before evacuating Nanshan he ordered the guns to be blown up, but his orders were only partially carried out, owing to the necessity for a prompt retreat.

## THE DISEMBARKATION OF JAPANESE TROOPS.

A military correspondent of the *Times* who furnished an account of the disembarkation of the first division of the Japanese army at Chemulpo, wrote:—

"Watching the work proceeding from day to day was most interesting: there was no fuss, no shouting, no confusion, and no noisy demonstration of welcome on the part of the Japanese residents on the arrival of the first battalions, though every man, woman, and child had come down to welcome them. This is characteristic particularly noticeable amongst the Japanese—that, however much they are impressed by a military or other spectacle, their feelings are seldom expressed by loud acclamations. It was remarkable, too, that no matter how small or how large a body of men landed, every man seemed to know exactly what to do and where to go, and this was the same whatever work was going on. There were, naturally, guides and officials stationed at the landing-places to direct their movements, but their work was so quietly performed as to be scarcely noticeable.

Each battalion as it arrived was perhaps billeted for a night at Chemulpo, or sent on to Seoul immediately by train. Seoul itself was the real starting-point or base of this division, and, as the Japanese had decided to occupy the important city of Ping-yang before the Russians could attempt to seize it, each body of men was only kept in Seoul a few days to make final preparations for transport, &c., before being despatched on the road north. The organisation of transport for an army in Korea is a matter of great difficulty, as in any case nothing larger than a native cart can be used, and that only on the Peking main road, which passes through Ping-yang and Wiju, and on the east coast road from Wonsan (Gensan) towards Vladivostok. Once off the road, only coolies and pack animals can be employed. The carts are of two descriptions, one a two-wheeled hand cart capable of taking about 500lb., drawn by two or three coolies, the other a two-wheeled cart somewhat similar to the truck used in England for transporting timber; it is usually drawn by a native bullock and will take a load of rather over half a ton. These oxen are a feature of Korean life; they are big, brown, thick-set animals, docile, and easily managed; their pace (about three miles an hour) is quicker than that of most oxen, and they will draw a cart or carry a load with equal ease. The coming of the Japanese troops has been a golden harvest for the Koreans, or rather for the Koreans of the coolie class, who have been hired in large numbers for at least six times their usual wage—that is, they receive about 2 yen instead of 30 sen per diem. Almost every available native pony has been bought up. The Korean coolie is certainly the best human weight-carrier in the

world; he will carry on his back a load of 150lb. a day's march, and he is known to have carried 400lb. considerable distances—this has to be seen to be believed; as a rule 100lb. is his load, whereas the natives of Africa are never expected to carry more than 60lb. The native pony's load is about 200lb.; he is a sturdy little beast only one size larger than a Shetland.

It may well be imagined, with this the only possible method, what care must be exercised in organizing the transport of even a single division, and yet this has been done in a few days and the whole division has left completely equipped for the field. The coolies (natives) are managed on much the same principles as in any other country; each set has a head man or gangster at the head of affairs; he marshals them and is responsible to the Japanese for his gang. He also pays them and feeds them, so that really the Japanese transport officers have only one man from each gang to deal with. The 5,500 Japanese coolies brought with the 12th Division are for more important work than to be mere human beasts of burden; they are mostly ex-soldiers, and might be called labourers rather than coolies. They must not, however, be confused with the army transport corps, of which about 600 are attached to each division.

The 12th Division is recruited from a district in the southern island of Japan, the Shikoku Islands being K. Kura, near the Straits of Shimonoseki. The division is complete in every detail, and is composed of the following branches of the military service:—

Infantry, 12,000 (four regiments of three battalions each); cavalry, 500 (one regiment); artillery, 900 (one regiment, 36 guns, two field batteries, two mountain batteries); engineers, 700; transport corps, 600; hospital corps, 700; ammunition column, 500; post-office corps, veterinary corps, pontoon corps, and balloon corps, 1,000—16,900 combatants; 5,500 coolies grand total, 22,400.

These men have never yet met a European enemy in the field under modern conditions (the Japanese themselves realize this), so that it is impossible to tell what their fighting qualities and characteristics will be; but, to judge from the opinion formed of them during their disembarkation and their passage through Seoul, they will probably more than deserve the very high estimate already formed of their efficiency. In small details they certainly excel. Each company has its own supply of trenching tools, and each battalion carries its own ammunition on pack ponies. The men look strong and healthy and are bigger than the average Japanese; they have a remarkably bright and intelligent expression; the officers and men are stirred by an all-powerful sense of loyalty to the nation to which they belong. They had no wish to fight, but now they have entered into the combat, they know what they are fighting for and that they are engaged in a decisive struggle, and will fight with an ardour and ferocity difficult to suppress. Their behaviour, too, has been excellent, and no word of complaint has been heard against them in Chemulpo or Seoul.

The infantryman's kit weighs about 50lb., including the rifle and bayonet. It is made up of a valise, haversack, ammunition pouches, one pair of boots, blanket, great-coat, water-bottle two days' emergency ration, &c.; a tooth-brush forms part of the kit of each man. He wears two great-coats, the second one (a blanket coat with fur collar) having been specially issued for the cold weather. This will soon be discarded. He carries his kit well, and does not appear overburdened; but its weight is materially reduced when he is likely to have stiff marching. The only adverse criticism it is possible to make is with reference to the cavalry and transport horses: the poorest judges of horsemanship can at once see that they are not good enough to do the work expected of them, and they will be, doubtless, a serious handicap to the Japanese. They come from Southern Japan, and have none of the well-known stamina and qualities of the Mongolian ponies, which are hardy and strong; on the other hand, the horses from the north of Japan are much superior to those from the south.

## NAVAL NOTES.

The U.S.S. *Holena*, cruiser, is in dock at Kowloon.

The U.S.S. *Pathfinder*, survey-vessel, is alongside at the Kowloon Dock.

The U.S.S. *Decatur*, one of the five American destroyers now at Hongkong, went for a cruise around the island yesterday. The *Decatur* and *Bainbridge* have finished their docking at Kowloon, but the other three have yet to be completed.

H.M.S. *Perseus* is to be re-commissioned at Bombay for a further term of three years. The refitting will cost £6,000.

The Russian coal contracts for the Baltic fleet have been cancelled. It had been intended to store supplies at the French ports of Bizerta, in the Mediterranean, and Jibuti, in the Gulf of Aden, and at Saigon, in French Cochinchina.

A Service paper writing on the coaling of ships says:—At Port Said the Arabs coal ships with convenient bunkers at an outstanding rate. All the work is done by hand, the power consisting of the number of men engaged on the job. In China coaling is also by hand, but conducted somewhat differently, for Chinese pass the coal aboard from junks or lighters in baskets, the size of which appear ridiculously small. But the efficiency of this method is really wonderful, as was recently shown in the case of the coaling of the *Leviathan*, *Terrible*, and *Vengeance* at Hongkong. The former ship took on board 2,500 tons in seven working hours, at the rate of 314.28 tons per hour. This is the record at Hongkong, the next best being the *Vengeance* with 278.8 tons, and the *Terrible* with 278 tons per hour. Tacoma has laid claim to the world's record of 3,570 tons of coal in nine and a half running hours, taken on board and trimmed. This was accomplished with electric appliances.



## CHINA TEA.

A COMPARISON WITH CEYLON'S PRODUCE.

Of recent years China tea has, on account of keen competition from India and Ceylon, been steadily on the downward grade; but, as the experts are continually urging, the China trade would quickly revive if more advanced methods of cultivation were adopted. A Colombo paper asks, "Why not let in China tea?" The writer continues: "What would it profit us to know that we had kept all China tea out of the London market, if we had done so only by accepting ruinous prices for our own produce? The Ceylon tea enterprise does not exist for the benefit of the London merchant and broker. And if the London market can only be kept clear of China tea by our interests being sacrificed, and by starvation rates again being paid for our tea, then, so far as we are concerned, the London market must make up its mind to take China instead of Ceylon tea. It is not as if we had not once before seen large quantities of China tea sold on the London market without any harm being done to us. Indeed, it would be a good thing for our enterprise if we could go back to those good old times when [Ceylon and India had no monopoly of the market in London, but were able to secure a high level of prices. When considerable quantities of China tea were still consumed in Great Britain dealers could afford to pay, and actually did pay, far better prices for our tea than they do now, and they might again. Let us look back for a moment at the condition of things ruling only two years ago, when the smallest amount of China tea ever known was consumed in the United Kingdom. What happened then? Why the average for Ceylon tea fell to the lowest recorded limit in the history of our enterprise. We forced 41 million lbs. of Ceylon tea into consumption and thereby reduced the quantity of China tea taken out of bond to 17 million lbs. it is true, but we only secured an average of 18.6d.—the lowest average ever quoted for Ceylon tea! That was the price we had to pay for the inestimable privilege of ousting China tea nearly out of the market altogether. The price is too expensive. Last year—only two years afterwards—only 784 million lbs. of Ceylon tea went into consumption, and the quantity of China tea which did the same rose to 26 million lbs. much to the alarm of some people. But did we suffer? Not a bit of it. The average for Ceylon tea rose to 7.52d., and it was the most prosperous year we have had for a long time. We place the figures side by side for better comparison:—

Consumption of China & Java	Ceylon	Av. Price.
1901	17 mill.	91 mill.
1902	26 "	784 "
1903	26 "	752d.

Let us go back another ten years, to 1891, when the proportion of China tea used at home was even larger. What do we find then? Why, that while Ceylon tea was represented by only 51 million lbs. as compared with the 31 million lbs. of China, the average we obtained was as high as 9.87d. The figures were:—

Consumption of China & Java	Ceylon	Av. Price.
1891	34 mill.	61 mill.
1892	34 mill.	957d.

In fact, we are almost led to assert that the smaller the proportion of Ceylon or British-grown tea consumed at home as compared with China tea the higher the price paid for it. This is no paradox, but sound sense, and it can be demonstrated by accurate figures. Why, therefore, should we not let in China tea? Why attempt to force our tea on to a market which must have a certain proportion of the cheapest possible tea, and if it cannot get it, will only give the lowest possible price for ours? The world is all before us where to choose our market, and we should rejoice to see a smaller and smaller quantity of Ceylon tea finding its way to London. We have had our eggs in one basket far too long, and the sooner this is realised in Ceylon the better."

## IMPORTATION OF INFERIOR TEAS INTO ENGLAND.

Asked by Sir S. King, M.P., whether his attention had recently been called to the fact that the importation into the United States and Australia of low grade, impure, and unwholesome teas had been stopped by legislation; whether he was aware that quantities of teas which had been rejected by the Customs authorities in those countries had been and were being shipped to England; and, together with quantities of similar low quality teas imported direct, were being employed there for mixing with superior teas without incurring the penalties for adulteration under existing laws; and, if so, whether he would consider it, without disadvantage to the revenue, he could introduce similar regulations for the exclusion of such teas from England. The Chancellor of the Exchequer replied:—Only one case has been brought to my knowledge of the importation into this country of tea rejected in the United States or Australia. The legislation in the United States to which the hon. member refers requires that imported tea should come up to certain selected standard samples. The terms of the law in this country which provides for the seizure or destruction of any tea which is either exhausted or mixed with other substances or unfit for human food, and in pursuance of the Customs regulations over 66,000 lb. of tea were condemned in 1903. I do not think that any alteration in the existing system is required."

The Directors' report of the China Mutual Life Insurance Co., Limited, shows that during the year applications for insurance amounting to \$8,477,249 were received, of which \$7,538,188 was accepted, the balance being postponed or declined. The total insurance in force on March 31st was \$15,638,774. The reserve now stands at \$1,110,062.

## SUPREME COURT.

Monday, 6th June.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND CAPTAIN BART. TAYLOR (MARINE ASSESSOR).

## A COLLISION CASE.

The Tak Hing firm sued Lo Cheuk and Chan Shau for \$5,000, being damages sustained by the plaintiffs by reason of the negligent navigation by the defendants' launches *Cheong Lee* and *Kwong Loi* respectively belonging to them, whereby the plaintiff's cargo-boat No. 381 was sunk in Hongkong Harbour on 21st October last. Mr. M. W. Shade, barrister-at-law (instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, solicitors) appeared for the plaintiffs; Hon. H. E. Pollock, K.C., barrister-at-law (instructed by Mr. O. D. Thomson, solicitor), for the *Kwong Loi*; and Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. F. Paget Holt, solicitor, of Mr. G. K. Hall Bratton's office), for the *Cheong Lee*.

The plaintiffs, in their statement of claim stated that on 21st October they engaged the steamer launch *Kwong Loi* to tow a cargo-boat laden with flour and general merchandise worth \$10,462 from the Tung Yik pier to the steamship *Hepeh* lying in the harbour. At 6 p.m. on the evening of the 21st October the *Kwong Loi* left the pier carrying the cargo-boat in tow. Shortly after she left the wharf, and before she reached the north fairway, the *Cheong Lee*, coming from Yauwatt, collided with the cargo-boat and sunk her. The collision was partly caused by the negligence of those on board the *Kwong Loi* in not keeping out of the way of the *Cheong Lee* and partly by the negligence of those on board the *Cheong Lee* in navigating her at too great a speed, in not changing her course or reversing her engines, or not doing so in sufficient time to avert a collision.

The first defendant, Lo Cheuk, owner of the *Cheong Lee*, stated in defence that the regulation lights were duly exhibited and burning properly and a good look-out was kept on board the launch. The night was dark but clear. Both wind and tide were setting in a westerly direction. When approaching the central fairway she went half-speed. The *Kwong Loi* when about 300 or 400 yards away from the *Cheong Lee* starboarded, the *Kwong Loi*'s green light coming into view on the *Cheong Lee*'s port bow, and the *Kwong Loi* proceeded on a course about north by east, crossing the course of the *Cheong Lee* from port to starboard. The *Cheong Lee* thereupon blew a long warning blast on her whistle and continued on her course at half-speed. When the vessels approached near together the *Kwong Loi* suddenly starboarded and turned across the bow of the *Cheong Lee*. Those on board the *Cheong Lee* (perceiving that otherwise a collision was inevitable) immediately put her helm hard a-starboard and blew two short blasts on her whistle, and reversed her engines. Nevertheless the starboard quarter of the cargo-boat struck the *Cheong Lee*'s starboard bow.

The second defendant, Chan Shau, stated in his defence that neither the *Kwong Loi* nor the cargo-boat gave any signal indicating their change of course to port, and the collision was not caused or contributed to by any improper conduct on the part of those employed by the defendant or by their improper conduct of the plaintiff boat. The *Kwong Loi* neglected to take proper measures to keep out of the way of the *Cheong Lee*, and the *Kwong Loi* improperly turned to port just before the collision. The *Kwong Loi* attempted to cross ahead of the *Cheong Lee*, and the *Kwong Loi* neglected to slacken speed or to stop or to reverse. The *Kwong Loi* was navigated in a reckless and improper manner and in contravention of rules No. 19, 23, 25 and 29 of the Regulations for preventing collisions at sea. Further evidence was afterwards led.

## MARINE COURT.

Monday, 6th June.

(BEFORE HON. CAPT. L. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

## AN UNEASY SEAMAN.

Mr. Alexander Hutton, the captain of the s.s. *Tongate*, charged Thomas Dadrick, A.B., with disobedience, and with assaulting the 2nd mate.

Defendant pleaded "not guilty." The complainant deposed that on the 3rd inst. at about 4 p.m. he was sitting in his cabin when the 2nd mate, James France, came in to him with blood running down his cheek, and said he was wanted outside. He found the defendant in the fore cabin. The second mate then asked him to log the defendant for refusing duty, also for striking him. He asked defendant what he meant by refusing duty, but received no answer. He then went to get the log-book, and on returning found the defendant and second mate struggling together. The first mate had arrived in the meantime and the men were separated.

After the 1st and 2nd mates had given evidence defendant said that at the time in question he was on deck drawing water when the second mate called him and asked why he was not doing his work properly (painting the ship's side). On replying that he had done the work properly, the second mate ordered him to go over the side on to the stage and have a look at it. He answered "In a minute," whereupon the second mate ordered him to go over the side or he would make him. Then the second mate started getting hold of him by the arm and hit him, obliging him to defend himself. He thought the second mate was drunk.

After further evidence, His Worship said the charge of assault was dismissed because the second mate laid his hand on defendant first. Willful disobedience, however, being proved he would sentence defendant to four weeks' imprisonment, but should the ship leave before the expiration of the sentence defendant was to be placed on board.

## POLICE COURT.

Monday, 6th June.

BEFORE MR. H. H. J. GOMPERTZ, (ACTING POLICE MAGISTRATE).

## ROWDIES.

A man named Greeney was fined \$2 for being drunk and incapable.

A Japanese was fined \$5 and ordered to pay \$1 compensation for creating a row at Ship Street.

Henry Thompson was fined \$7 for assaulting a Chinese member of the Fire Brigade.

## UNLAWFUL POSSESSION.

For unlawful possession of wood, valued \$100, a Chinaman was sentenced to six months' imprisonment and six hours' stocks.

## OBSTRUCTIONS IN THE HARBOUR.

Seven sampan-men, charged with causing obstruction at the Shin On Wharf and elsewhere, were fined various sums ranging from \$3 to \$10.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

## A EUROPEAN TRIFLE.

Charles Doyle was charged with stealing clothing from the P. & O. offices. When he went upstairs the Chinese watchman, seeing it was a European, thought it was all right, but on observing the man return with a bundle of clothing challenged him. The thief ran, but was chased by a ricksha-puller. Defendant, who has been before the Court many times before, was sentenced to four months' hard labour.

## AMMUNITION.

A Chinese woman charged with having a large quantity of ammunition without a licence was fined \$25.

## ASSAULT.

District Watchman No. 20 was charged with assaulting Sergt. Fenton at the Canton Wharf. He was fined \$20 or one month's imprisonment.

## OPIMUM.

A man charged with preparing and selling opium was fined \$200 or four months' imprisonment. Besides this there were several minor opium cases.

## HAMBURG LETTER.

[FROM OUR OWN CORRESPONDENT.]

Hamburg, 3rd May.

## TRAFFIC ON THE ELBE.

The growing importance of the shipbuilding yards on the Elbe islands opposite Hamburg, the increasing number of industrial establishments there, and above all the new docks of the Hamburg American Line, which were opened by the Kaiser last year, have caused so great an increase in the traffic between the town and the islands that the present means of communication no longer suffice. The Senate has therefore presented a bill to the "Bürgersehaft" (the lower Chamber of the State) for the construction of a tunnel under the bed of the river Elbe. It is stated in the preamble that as early as 1880, when first the question of bonded warehouses on the islands was broached, the necessity of a tunnel was urged by many, but it was not until fifteen years later that the project was taken into serious consideration. It was abandoned, however, on account of the cost, as was also the proposal of a permanent bridge for the same reason, the elevation above high watermark at which the latter would have had to be constructed in order not to interfere with the shipping making the building of it very expensive. It was decided to meet the difficulty by additional steam ferry boats, but it was found that not only did storms and fogs and the frost in winter cause frequent delays, but that the crowded state of the river when with the rise and fall of the tide great numbers of vessels came up to town or departed, often obstructed the service. This is all the more serious as many thousands of workmen—dock-porters, mechanics, factory hands, &c.—who live on this side of the river but are employed on the other, and to whom delays mean a partial loss of wages, have to cross in the mornings, returning sometimes late at night. More reliable means of communication have therefore become absolutely necessary, and as a permanent bridge seems out of the question and a suspended railway impracticable for reasons it would take too long to explain, nothing remains but a tunnel, for which plans and estimates have been carefully worked out by the borough engineer and his staff. It is proposed to have the terminus on this side on the site of the St. Paul public cattle sheds, a spot readily accessible from all parts of the town and in the immediate neighbourhood of those inhabited by the workmen it is intended to benefit; the most convenient situation on the other side would appear to be that now occupied by the public baths on the island of Steinwerder, as being within easy distance from the principal wharves and factories. Both termini will be within the precincts of the Free Port, so that special custom-house arrangements will have to be made. As it is considered desirable that the traffic to and from the islands move in separate channels, two parallel tunnels are contemplated at a depth of 6.5 metres (about 21 ft.) below the bed of the river and of an inside diameter of 4.8 m. (about 16 ft.). This would allow of a road-way for vehicles in the middle with footpaths on both sides, the tubes to be lined throughout with glazed tiles. Needless to say that electricity will be chiefly used for lighting purposes and for some of the machinery; it is intended to work the elevators at both ends by hydraulic pressure. The time necessary for the completion of the tunnel is estimated at from two or three years, and the cost at about £400,000. It is hoped that a small charge for foot passengers and vehicles will suffice to defray the working expenses and to cover the wear and tear of the plant, whilst the initial outlay will have to be borne by the State's funds.

Several recent decisions of superior courts are of importance to the commercial public. In the first case a firm in Kiel had placed a certain quantity of goods in the hands of a broker for sale; it is not denied that he had done his best

to dispose of the parcel and was in a fair way of succeeding, when the holders, meeting with a buyer, disposed of it without his intervention. His claim for brokerage the firm in question has refused to entertain, and the Oberlandesgericht has decided in their favour, holding that by entrusting the sale of the goods to a broker, the defendants had not given up the right to dispose of them themselves and that the plaintiff was therefore not entitled to a commission.

The second case concerns contracts on cost, freight and insurance terms. A firm here had purchased a quantity of tinplate scrap in the United States "c.i.f. Antwerp, cash against documents." The shipper had paid the freight on the first parcel forwarded himself, but on account of differences with the ship's agent at the port of destination on the score of weight, primage, the rate of exchange, &c., for which the consignee declined to be liable, he on the next occasion left the freight to be paid on arrival by the buyer, deducting the amount however in the invoice. The buyer thereupon refused to accept the goods on the plea that the terms c.i.f. implied delivery of the goods carriage prepaid. The court was not of that opinion, stating that whereas the premium on the insurance policy had to be paid at once, in order to render the insurance valid, the shipper was not under the same obligation with respect to the freight; in fact, considering the manifold risks of transport by sea the advisability of paying freight beforehand might well be questioned. The shipper by deducting the amount of the freight, which he was in a position to compute from the weight of the goods and the rate agreed upon, in the invoice, had fulfilled his part of the contract. It was for the consignee to pay the freight on arrival of the vessel and to settle any differences that might arise with the ship's agent, retaining the right however of claiming on the shipper for the amount, if any, in excess of that allowed in the invoice.

In a third case the court ruled that a buyer of a parcel of goods who on receipt of them had informed the seller that they were not satisfactory in quality, need not expressly state his intention of rejecting them at the time, in order to retain the right to do so.

## A SAILING SHIP COMBINE.

I mentioned some time ago that at the suggestion of French sailing ship owners a committee had been formed with a view to the conclusion of an international "combine" for the purpose of establishing a minimum rate of freight. It was made a condition, however, that at least 75 per cent. of the sailing tonnage of Great Britain should join, before going any further. This having now been attained, the "International Sailing Ship Union," representing about two million tons, has been started. The object of the Union is, as already stated, the establishment of minimum rates, and whereas such cannot be enforced, to lay up vessels, thus curtailing the supply. The mileage premium allowed by the French Government present a great difficulty in fixing minimum rates, as, thanks to them, French ships can afford to accept lower terms than those of other countries. The Norwegians have already entered the combine; the Italians are reported to be on the point of doing so, and it is hoped that others may soon follow their example.

THE BORSENGESETZ. The Bill for the amendment of the "Borsegesetz" was read a first time in the Reichstag a few days ago and referred to a select committee. From the opposition it encountered at the hands of the agrarian and the centre parties during the debate, it is to be feared that such changes as may eventually be made in the law will fall far short of the wishes of the commercial world.

THE FRAGES OF THE PORT. A summary of the usages and customs of the port with regard to produce and merchandise recently has been published by the Chamber of Commerce and Industry of Hamburg. It contains relative to foreign trade in many points.

## MAY DAY SOCIALIST PROCESSION.

The May-day procession of the Socialists was greatly favoured by the weather, the rain that had been threatening all the morning holding off until the afternoon. Owing to its being Sunday the attendance was very numerous, both from this city and the neighbouring town of Altona, where the police had forbidden a similar demonstration. It passed off most quietly.

## LATE TELEGRAMS.

[VIA CEYLON.]

## THE ANTI-YELLOW AGITATION.

A Times telegram from Peking attributes the anti-yellow agitation to German intrigues in China.

## LIPTONS, LIMITED.

Liptons, Limited, have declared a dividend for the year of 7 per cent. A sum of £21,000 is placed to depreciation account, £15,000 is put to the reserve, and £6,700 carried forward.

## CONSIDERING TRIBLET.

The Times thinks that Mr. Brodick's statement that the Government will not depart from the policy indicated in the telegram of the 6th November last is too positive. The change in the Anglo-Thibetan relations since then might have warned Ministers that it was inexpedient to announce the Government's intentions too precisely.

Calcutta, 18th May. The Thibetans have mounted at Gyantse Jong more guns and a four-pounder gun. Their fire, however, has not up to the present proved very effective.

They have occupied a monastery two miles north-west of the British post. The Dak Soras were fired on, but drove off the enemy and got through.

Calcutta, 19th May. A telegram from Gyantse, dated May 14th, says:—This morning the Thibetans in the fort mounted, with great ceremony, a small cannon throwing a ball weighing three-and-a-half pounds. There was much shouting, blowing of trumpets and beating of drums. As soon as the first shot was fired, numbers of the enemy jumped on the wall shouting wildly, but when a Maxim was turned on them they quickly disappeared.

A ball struck the hospital wall. There has been more firing than usual from the fort to-day, and some of it was directed on the working parties strengthening the defences. More reinforcements have been observed entering the fort. There are some indications that the enemy contemplates cutting off communication in the rear. The parcel post was looted this morning, and four mounted infantry carrying letters were fired on by mounted men.

A report has been received that the Thibetan army is being strengthened. Captain Otley, with some mounted infantry, reconnoitring to the left, found a monastery very strongly held by the enemy, who had prepared a regular position on the hillside. Captain Otley estimates their number at several thousand. His small force of men were under a regular blaze of fire, but were fortunately able to retire without casualties.

## KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

## DEVELOPING AND PRINTING

or Amateur, where we turn out work of the best description and with great promptness.

LONG, HING &amp; CO.,

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

## SHIPPING NOTES.

## WEATHER.

The s.s. *Rubi* from Manila reports light W.ly winds and fine weather.

The s.s. *Apollonius* from Cardiff, last port Durban, reports strong S.W. winds and light sea from Durban to the Straits Straits, and from Hongkong light variable winds and smooth sea.

The s.s. *Lai Sang* from Singapore reports moderate S.W.ly winds and S.W. swell to Pannoch, thence onward light variables and smooth.

The s.s. *Chongsha* from Japan reports light variable breezes and clear till approaching Turnabout, when it became foggy; the weather cleared, however, shortly afterwards.

## MISCELLANEOUS.

The s.s. *Tienhai* arrived from Karatsu yesterday with 2,350 tons of coal.

The s.s. *Pitavalok*, from Bangkok, has 1,800 tons of rice and 200 tons of timber for Messrs. Butterfield and Swire.

The s.s. *Johanna* arrived from Haiphong yesterday with 1,200 tons of cargo for Messrs. Jensen & Co.

The s.s. *Phrygen* arrived from Hongkong yesterday with 2,000 tons of coal for Messrs. Bmdley & Co.

The s.s. *Apollonius* arrived from Cardiff yesterday with 4,700 tons of coal.

The s.s. *Deputat* arrived from Tonrune yesterday with 800 tons of coal for Chinese.

## NEW P. &amp; O. LINER.

The P. & O. *Macedonia* is now on her maiden voyage to Australia, though she has been once before as far as Bombay. She is a sister boat to the *Maryona*, *Moldavia*, and *Monipia*, all of which mammoth passenger boats were launched last year. The *Macedonia* was built at Belfast by Messrs. Harland and Wolff, and is of 10,500 tons burthen. She is 530 feet long, 60 ft. broad, and 37 deep. She has accommodation for 377 first-class and 187 second-class passengers. The ship is most luxuriously fitted, and the decorations of the saloons, music, and smoking rooms are worthy of remark.

## WHITE STAR LINE.

Supplementing their passenger service from Liverpool to Australia the White Star Line have commenced a new service of freight steamers from Liverpool to the Colonies. At the present time they have five of their liners, viz., *Africa*, *Medic*, *Persic*, *Konic*, and *Savrie* running a regular monthly passenger service, and the new freight service was inaugurated by the steamer *Cyfic* sailing from Liverpool on May 21st, and she is to be followed by the steamer *Tropic* this month. Both of these vessels are of 8,200 tons, fitted with twin screws, and built by Messrs. Harland and Wolff of Belfast. They were formerly Leyland liners, and have been taken over by the White Star Line. They will go direct from Liverpool via the Cape of Good Hope, but will not call at any of the South African ports, as is the case with the passenger steamers.

## THE "DIAMANTINE".

Another captured Russian steamer—the Chinese Eastern Railway Company's *Min-churka*—has been turned by the Japanese into a transport. She will be run by the Osaka Shosen Kaisha. The *Min-churka* is 2,951 tons, built in 1901, and has been insured in London for £24,000 against marine perils, free of particular average unless caused by the usual exceptions. The war risks are not insured. This makes the fifth Russian steamer which is employed in the Japanese transport service.

## THE MERCANTILE MARINE.

The British Empire possesses an immense preponderance over the rest of the world in potential sea-carrying power. Three elaborate tables have been carefully compiled from Lloyd's Register and official sources, and the figures are eloquent of the Empire's commercial expansiveness. Their net result is to show that whereas in 1884 the potential carrying power of the British mercantile navy, steam and sail, exceeded that of the rest of the world by 2,560,000 tons, in 1903 the excess was 3,384,000 tons.

For the year 1903-4, the half dozen leading nations are estimated to show the following total tonnages of merchant steamers of from 12 to 20 knots speed.

United Kingdom	4,286,121
Germany	863,707
United States	720,067
France	648,579
Russia	147,970
Spain	100,597

These figures are arrived at on the most conservative estimate, and several circumstances which tend to increase the extent of British preponderance have been left out of account. For instance, the sailing vessels of all nations, which have been reckoned of equal value ton for ton whatever their speed; a material concession to the foreign side of the argument, seeing that British sailers are notoriously faster than non-British ones. Then, in computing the United States total tonnage, it has been necessary to include a large amount which is not adapted for sea-carrying, but only for coasting and traffic—a class of vessel that is practically non-existent in the British mercantile navy.

## THE BRITISH SAILOR.

Re the decline of the British sailor, the following amusing story is related by the *Liverpool Daily Post*:—The skipper of the tramp steamer *Bumping Billy* was engaging a new crew. "What's your name?" he said to the foremost applicant. "Gase Grinoller," replied the man. "Eyelander?" "Yes, sir." "Very good, go to the next A.B. 'Ivan Hankoff.' " "Russian?" "Polish, sir." "Right; step along-side of Yowessey." "Next man?" "Wilhelm Zwillangul." "German?" "Ja." "Very good; over you go. Next?" "Manoel Oliveira, I Portuguese seaman, senior." "Step over then, Manoel. Next?" "John Thompson, sir." "What?" "John Thompson, sir." "What in th-th-thunder—what—the—what nationality?" "English," screamed the horrified skipper. "English, sir," replied the man. For a full half-minute the unhappy skipper stood speechless, his countenance turning from purple to orange, and from orange to grey; and then, with a gurgling gasp of "English, by Gum!" tottered, staggered, and fell prone upon the ground.

TRADE MARK  
TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

PURE  
PLEASING  
POPULAR  
PALATABLE  
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN BOTTLES.

SOLE AGENTS

H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL. [4]

THE  
ROBINSON  
PIANO Co. LD.

INVITE INSPECTION OF SOME

SPECIALLY FINE

SAMPLES OF

UPRIGHT PIANOS

BY

RACHALS.

STUART. &amp;c.

AND

BABY  
GRANDS

BY WINKELMANN

(ESTAB 1837)

THEY ARE ONLY 5 FEET LONG,

OCCUPYING THE SPACE OF A

COTTAGE, BUT WITH THE FINE

APPEARANCE AND TONE OF A

FULL GRAND.

Hongkong, 23rd May, 1904. [1400]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

## DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Telegraphic Address: PUESS, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## HAMBURG-AMERIKA LINE.

## FOR SHANGHAI.

(Taking Cargo at through rates to Tientsin.)

**THE Steamship**

**"LYEEMOON,"**

Captain Th. Lehmann, will be despatched for the above port on THURSDAY, the 9th inst., at 3 P.M.

This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to **SIEMSEN & CO., Agents.**

Hongkong, 6th June, 1904. [1457]

## THE EAST ASIATIC COMPANY, LIMITED.

## FOR MARSEILLES, HAVRE AND COPENHAGEN.

**THE Danish Steamer**

**"PRINSESSE MARIE,"**

Captain Berntsen, will leave for the above ports on WEDNESDAY, the 6th July.

For Freight or Passage, apply to **MELCHERS & CO., Agents.**

Hongkong, 7th June, 1904. [1441]

## JAVA-CHINA-JAPAN L.I.N.

FROM YOKOHAMA, KOBE AND MOJI.

**THE J. C. J. Lijn Steamship**

**"TILATJAP,"**

Captain Koops, having arrived from the above ports, Consignees of Cargo are hereby informed, that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All Claims for damage must be sent in before the 10th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

The steamer will be despatched for Batavia, Samarang, Soerabaja and Macassar on Wednesday, 8th inst.

Head Agency of the **JAVA-CHINA-JAPAN L.I.N.**

Alexandra Buildings. Hongkong, 6th June, 1904. [1438]

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

## FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

**THE Steamship**

**"GLENFARG,"**

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where and consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 6th June, 1904. [1439]



## GOVERNMENT BILLS.

**TENDERS FOR SPECIE, BRITISH AND MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 a.m., on the 8th June, 1904.**

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £10 Duplicate, and in Sealed Covers, addressed to the CHIEF PAYMASTER, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

**GEO. H. FERRIER, Colonel, A.P.D., H.M. Treasury Chest Officer.**

His Majesty's Treasury Office, Fletcher Street, Hongkong, 5th May, 1904. [1418]

## INDO-CHINA STEAM NAVIGATION COMPANY, LD.

**APPLICATION** has been made to the General Managers of this Company to issue to RUSSO-CHINESE BANK of Hongkong duplicate certificates of 200 shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz.

No. 69 for 25 shares

No. 379 " 50 "

No. 380 " 50 "

No. 350 " 25 "

No. 873 " 50 "

200 shares

have been lost or stolen.

It is not known if such certificates were issued by the office of the Company in the Colony of Hongkong or by the office in London, and consequently the numbers of the shares cannot be given.

Notice is hereby given that if within 30 days from the date hereof no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for a duplicate.

**JARDINE, MATHESON & CO., General Managers.**

Hongkong, 1st June, 1904. [1406]

## INTIMATIONS

## THEATRE ROYAL.

Under the Direction of Miss FANNY STANLEY

FOR A FEW NIGHTS ONLY.

## FANNY STANLEY'S COMIC OPERA &amp; DRAMATIC COMPANY.

25 ARTISTS. 25 ACTRESSES.

**GRAND OPENING NIGHT—**

**TO-MORROW (WEDNESDAY), JUNE 8th,**

The Delightful Comic Opera in 3 Acts, "DOROTHY."

**THURSDAY, JUNE 9th:**

The Great Adelphi Nautical Drama in 5 Acts, "HARBOR LIGHTS."

**FRIDAY, JUNE 10th:**

Comic Opera, "THE NAUGHTY GIRL."

**SATURDAY, JUNE 11th:**

Emotional Drama in 5 Acts, "EAST LYNN."

Miss FANNY STANLEY in her Grand Impersonation as Lady Isabella and Madame Vine.

**MONDAY, JUNE 13th:**

Comic Opera, "LA MASCOTTE."

**TUESDAY, JUNE 14th:**

Comic Opera, "MIKADO," in its entirety.

All New Scenery and Costumes. Prices 3, 2 & 1 Dollars.

Plan Now Open at ROBINSON PIANO COMPANY.

Doors Open 8.30. Overture 9 P.M.

Late trains will run after each performance, also Launch for Kowloon. Representative, T. Empson.

Hongkong, 4th June, 1904. [1420]

## WANTED.

**PARTNER** for an Old Established Civil and Mining Engineer, Architect and Surveyor business in Manila, P.I.

Apply—**ENGINEER,** Care of Daily Press Office.

Hongkong, 1st June, 1904. [1334]

## WANTED.

**VACANCY** in a Large Company is open to a man who can give good references and proper bond.

Apply to—**VACANCY,** Care of Daily Press Office.

Hongkong, 1st June, 1904. [1385]

## WANTED.

**By an English Speaking Chinese Gentleman,** a Situation as PRIVATE SECRETARY and INTERPRETER to English or American Tourists travelling in China or elsewhere.

Moderate salary. Best references.

Apply to—**T. C.,** Care of Daily Press Office.

Hongkong, 18th May, 1904. [1250]

## SITUATION WANTED.

**By a Lady,** conversant with SHORT-HAND and TYPEWRITING a Position in an Office. Previous Experience. Letters to—**BOX 111,** Care of Daily Press Office.

Hongkong, 6th June, 1904. [1427]

## WANTED.

**By a Gentleman, LESSONS** in GERMAN, one hour a day, 7 to 8 A.M. State terms.

Apply to—**B.,** Care of Daily Press Office.

Hongkong, 3rd June, 1904. [1410]

## ESTABLISHED 1820.

## C. LAZARUS &amp; CO.

BILLIARD TABLE MANUFACTURERS,

60 & 61, BENTINCK STREET, CALCUTTA.

SOLE MAKERS OF THE

## STANDARD INDIAN BILLIARD TABLE

A reputation of over EIGHTY YEARS maintained against all competition, and the Standard Billiard Table stands to-day

UNRIVALED,

PERFECT IN DESIGN,

ACCURATE IN CONSTRUCTION,

MODERATE IN PRICE,

EXCELLENT THROUGHOUT.

Price List on Application to the "HONGKONG DAILY PRESS" Office. [3119-1]

## PUBLIC COMPANIES

**THE CHINA LIGHT & POWER COMPANY, LIMITED.**

**THE THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS** of the Company will be held in the COMPANY'S OFFICES, No. 14, Des Voeux Road, Victoria, on THURSDAY, 9th JUNE, 1904, at 11.30 a.m., for the purpose of receiving Statement of Account, and the Report of the General Managers for the year ending 28th February, 1904, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 6th, to THURSDAY, 9th JUNE, both days inclusive.

**SHEWAN, TOMES & CO., General Managers.**

Hongkong, 30th May, 1904. [1377]

## A. S. WATSON &amp; CO., LIMITED.

**NOTICE** IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the OFFICE of the COMPANY in ALEXANDRA BUILDINGS on WEDNESDAY, the 15th of JUNE, 1904, at 11 a.m., when the proposed resolution which was passed at an Extraordinary General Meeting of the Company held on the 31st of May, 1904, will be submitted for confirmation as a Special Resolution.

That the Capital of the Company be increased to Nine Hundred Thousand Dollars by the creation of Thirty Thousand New Shares of Ten Dollars each.

By Order, **A. H. MANCELL, Secretary.**

Hongkong, 31st May, 1904. [1383]

## NOTICES OF FIRMS

## NOTICE.

**M. R. E. DURLACH** is Authorized to Sign our Firm for procuration in Hoihow and Pakhoi from this date.

**A. SCHOMBURG & CO.**

Hoihow and Pakhoi, 1st June, 1904. [1382]

## NOTICE.

**NOTICE** IS HEREBY GIVEN that CHING SING WOON and CHUN ON, COMPADORE and ASSISTANT COMPADORE respectively to the undersigned, will CEASE to be EMPLOYED by our Firm on 1st August, 1904. No payment of money due to our Firm should be made to the said CHING SING WOON and CHUN ON after the date of this notice.

All persons having any debts, claims or demands against the undersigned are requested to send in particulars thereof in writing before 15th June, 1904.

**H. J. E. ADAM ESMAIL & CO.**

Hongkong, 1st June, 1904. [1405]

## JAVA-CHINA-JAPAN L.I.N.

**THE HOLLAND-CHINA TRADING COMPANY** have CEASED from today to act as my AGENTS, and the Agency will henceforth remain in my own hands.

**HEAD AGENT,**

**JAVA-CHINA-JAPAN L.I.N.,** Alexandra Buildings.

Hongkong, 2nd June, 1904. [1490]

## NOTICE.

**THE Business of GENERAL STORE-KEEPER** carried on by me at No. 6, Queen's Road Central, has been sold to Messrs. A. CHAZALON & CO., who will carry on the same under their own name from date.

**G. GIRAUULT,**

Hongkong, 1st June, 1904. [1383]

## NOTICE.

**FUKUZO SANO** having from the 1st June, 1904, purchased the business of **M. MUMEYA,** Photograph Gallery, 2nd Floor, 8, QUEEN'S ROAD CENTRAL, All Debts due to and by **M. MUMEYA** up to the 1st June, 1904, will be received and paid by **M. MUMEYA,** and the business will be continued by **FUKUZO SANO** under the same style of "M. MUMEYA."

**FUKUZO SANO,**

Hongkong, 4th June, 1904. [1423]

## NOTICE TO SHIPPERS.

**THE NIPPON YUSEN KAISHA** are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, VASHA, VICTORIA, B.C. and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chester Road.

**A. S. MIHARA, Manager.**

Hongkong, 20th May, 1904. [1289]

## COLD STORAGE.

**THE HONGKONG ICE COMPANY, LD.,** have now 40,000 Cubic feet of Ice, Storage available at EAST DOCK. Stores will be Open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver perishable goods.

**W. A. FARMER, Manager.**

Hongkong, 18th November, 1901. [57]

## TO LET.

**2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL,** suitable for Office.

Apply to—**WING CHEONG,** 35, Queen's Road Central.

Hongkong, 3rd November, 1903. [174]

## TO LET.

**1ST and 2ND FLOORS, No. 36, QUEEN'S ROAD CENTRAL,** suitable for Office.

Apply to—**THE YEE WO,** Nos. 49 & 51, Queen's Road Central.

Hongkong, 23rd May, 1904. [1311]

## TO LET.

**FURNISHED HOUSE,** in Seymour Terrace.

OFFICES, CENTRAL POSITION. And others to suit various requirements.

**S. A. SEPE,** Land and Estate Broker.

The Dairy Farm Co., Ltd.

Hongkong, 4th June, 1904. [173]

## TO LET.

**LARGE AIRY ROOMS,** suitable for Offices, in Des Voeux Road Central. Two Rooms from 1st May, 1904, and One Room from 1st June, 1904.

For Terms, apply to—**A. G. I. S.,** Care of Daily Press Office.

Hongkong, 28th April, 1904. [1119]

## HONGKONG CLUB.

**TO LET.**

**A SUITE OF TWO ROOMS,** on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

**C. H. GRACE, Secretary.**

Hongkong, 4th June, 1904. [1417]

## TO LET.

**THREE FIRST-CLASS SHOPS** European Style, in Kowloon.

Possession on or about 31st August, 1905

Moderate Rentals.

Apply to—**HUMPHREYS' ESTATE FINANCE CO., LD.,**

Hongkong, 29th March, 1904. [915]

## TO LET.

**Immediate Possession**—for 18 months.

**"LEIGHTON," the PEAK.**

Apply to—**JEBSEN & CO.**

Hongkong, 27th April, 1904. [1107]

## TO LET.

**NO. 1, RIPON TERRACE (in FLATS).**

No. 4, RIPON TERRACE.

No. 17, WONG-NEI-CHONG ROAD facing Haoo-course.

**FLATS** in MORRISON TERRACE, facing the Polo Ground.

**OFFICES** in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

**GODOWNS, PRAYA EAST, "ROSENEATH," KOWLOON.**

No. 3, CLIFTON GARDENS, Conduit Road.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 21st May, 1904. [75]

## TO LET.

**THE premises** known as Alexandra House No. 34, QUEEN'S ROAD CENTRAL, 2ND FLOOR, suitable for Private Hotel or Offices. Also large and spacious Offices on the 1st Floor of same address.

**YEE SANG FAT,** opposite to Post Office.

Hongkong, 4th June, 1904. [1416]

## TO LET.

**WAVERLEY HOTEL, No. 8, ICE HOUSE STREET.**

The EYRIE (PEAK).

No. 3, CAMERON VILLAS (PEAK).

ALEXANDRA BUILDINGS, Rooms on the Top Floor.

BELLIOS TERRACE, Nos. 10, 13 & 21.

WESTWARD HO, Top Floor only.

QUEEN'S ROAD CENTRAL, TWO ROOMS, over Achee & Co.

No. 3, SEYMOUR TERRACE (Furnished).

Apply to—**LINSTEAD & DAVIS.**

Hongkong, 6th June, 1904. [1429]

## TO LET.

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## THE SIBERIAN RAILWAY.

The Russian Minister of Ways of Communica-  
tion, Prince Khilkoff, last month handed in to  
the Emperor an instructive report on the condi-  
tion of the Siberian Railway. According to  
the present arrangement, the line from  
Cheliabinsk to Irkutsk will permit of the  
passage of ten pairs of trains, of which two pairs  
will be passenger trains and the remainder goods  
trains of various kinds. Since February 14th  
200 locomotives and over 2,000 coaches have  
been sent over the line from European Russia  
for the purpose of increasing the rolling stock  
beyond Lake Baikal. The line has, moreover,  
had to carry loads of building material for the  
Circum-Baikal line, as well as provisions for  
the inhabitants of the villages along the route,  
which in consequence of the sudden cessation  
of ordinary commercial traffic had been  
deprived of many of the first necessities of life.  
The number of sidings is being increased, and  
it is expected that by the beginning of the  
summer the transit capacity of the line will be  
raised to 11 pairs of trains.

On the Trans-Baikal line the difficulties con-  
nected with the supply of water and fuel are  
considerable. The rivers in the neighbourhood  
freeze in winter almost to the bottom, and  
though experiments in boring artesian wells  
have in some cases, as at Chuti, proved success-  
ful, it is generally only possible to secure water  
by boring to a very great depth. Up to the  
present the line has been able to carry, from  
Tunkhai to the Chinese border, six pairs of  
trains. During Prince Khilkoff's stay at Lake  
Baikal he was able, by taking measures for the  
construction of 11 fresh sidings and for the  
provision of a regular supply of fuel, to secure  
that the number of pairs of trains on the line  
shall be increased to nine, of which six pairs  
are to be military trains, one pair mail and  
passenger trains, and two pairs trains for the  
transport of building material and fuel as well  
as of articles of primary necessity for the in-  
habitants of the Trans-Baikal region.

The transport across Lake Baikal was effect-  
ed during the winter by means of the ice-  
breaker and a horse route. The ice-breaker  
began work on January 17. The horse transport  
two days earlier. Along the horse route  
barracks were erected at intervals of six versts,  
each structure containing a restaurant.  
Lanterns were placed at intervals of a verst, and  
men were posted at various points on the lake  
to construct temporary bridges and hoist  
signals in case of the sudden appearance of a  
fissure in the ice. The railway authorities had  
at their disposal 3,000 horses, and private sleigh  
drivers were allowed to ply on the lake provided  
they adhered to a fixed tariff. The total number  
of passengers thus transported across the lake  
from January 25 until March 12 was 16,076,  
of whom 9,045 travelled in an easterly and 7,031  
in a westerly direction. The amount of goods  
carried during the same time was 2,309 wagon  
loads from Baikal Station to Tunkhai and 313  
wagon loads in the opposite direction, weighing  
in all about 1,500,000 pounds (24,000 tons).

Prince Khilkoff describes in detail the method  
of transporting troops across the ice. Immedi-  
ately upon the arrival of a body of troops at  
Baikal Station inquiry is made among the  
soldiers as to those who may be in particular  
need of warm clothing, and distribution is made  
from the stores supplied by the Empress and  
the Empress Dowager, by the Red Cross Society,  
and by private persons. In many instances  
officers have arrived at the station so poorly  
supplied with warm clothing that they have  
been glad to avail themselves of the fur cloaks  
provided. All the soldiers of the reserve have  
been furnished with winter outfits, but it was

found necessary to take strict measures to pre-  
vent their selling or exchanging their clothes  
for brandy. The soldiers crossed the ice either  
on foot in marching order or, in cases of bad  
weather or of excessive fatigue on the part of  
the soldiers, in sledges. A halt was made at  
the half-way station, where warm food of good  
quality was provided. Prince Khilkoff asserts  
that during the whole of his stay on Lake Baikal  
no serious cases of frost-bite occurred among  
the soldiers.

The most interesting section of the report is  
that relating to the construction of a line of  
rail across the lake. Prince Khilkoff and his  
assistants had to contend against peculiar  
difficulties. Owing, as it seems, to volcanic  
disturbances in the bed of the lake, fissures and  
hummocks were constantly forming on the ice,  
and the problem was so to construct the railway  
that it should not be liable to be torn up at any  
moment by the sudden formation of a fissure.  
The method adopted was to lay a number of  
planks crosswise over the places where fissures  
were likely to occur and upon the pile to place  
the sleepers and rails. In this way the possi-  
bility of a violent wrench was prevented.  
After the railway had been laid and the work of  
drawing wagons across had begun another  
serious hindrance was discovered in the fact that  
the fissures, which had hitherto formed without  
exception in a direction transverse to the line,  
now began to run parallel to the rails. By this  
sudden change in the direction of the fissures the  
line was endangered for a distance of 20 versts,  
so that it became necessary to remove a con-  
siderable section to a safe distance. On March  
19, when the security of the line was finally  
established, the work of transporting locomotives  
for the line beyond Lake Baikal was  
began, and 65 locomotives were taken over in  
four days. Up till the time of Prince Khilkoff's  
departure from the lake 2,013 goods vans and  
trucks, 65 locomotives, and 25 passenger  
coaches crossed from the western to the eastern  
shore of the lake.

The concluding section of the report draws  
attention to the difficulty caused by the sudden  
manifestation on the part of the lake users of a  
disposition to abandon work "in consequence of  
heavy strains and the severe conditions of the  
work generally." The difficulty was met by  
securing, with the permission of the Minister of  
War, the services of soldiers of the Irkutsk  
garrison, the ardour and courage of whom in-  
spired the disheartened workmen. Prince  
Khilkoff concludes his report of a novel experi-  
ment by expressing his warm appreciation of  
the loyalty and energy of his assistants.

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[20]

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[1449]

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 June 6, DAGMAR, Norwegian str., 383, C. A. Case, Tourane 2nd June, Coal—A. BURN.  
 June 6, GLENFARG, British str., 2,309, Holman, London via Port, Singapore 30th May, General—McKENNIE & CO.  
 June 6, JOHANNES, German str., 552, Upland, Halphong 2nd June, Hallow 5th, General—JENSEN & CO.  
 June 6, LAISAN, British str., 2,224, E. J. Todd, Singapore 31st May, General—JARDINE, MATHESON & CO.  
 June 6, PHUYEN, French str., 1,293, Thomas, Hongkong 3rd June, Coal—BRADLEY & CO.  
 June 6, RUBY, British str., 1,611, R. W. Almond, Manila 4th June, General—SHEWAN, TOMES & CO.  
 June 6, TIENSHIN, British str., 1,227, J. Gibbs, Karatu 1st June, Coal—BUTTERFIELD & SWIRE.  
 June 6, THILATJAP, Dutch str., 2,475, H. Koops, Amoy 4th June, General—JAYA-CHINA JAPAN LINE.  
 June 6, WONG, British str., 1,123, H. S. Mullin, Swatow 5th June, Ballast—JARDINE, MATHESON & CO.

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 6th June.  
 Abergeldie, British str., for Nagasaki.  
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## DEPARTURES.

5th June.  
 ALEXANDER, British str., for Weihaiwei.  
 6th June.  
 BIANCA, German str., for Nicolaes.  
 CHANGHONG, British str., for Canton.  
 CHILLY, British str., for Tientsin.  
 CHUYEN, Chinese str., for Shanghai.  
 DAGMAR, Norwegian str., for Bangkok.  
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 Hongkong, 28th May, 1904. [13]  
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LONDON & ANTWERP.	AGAMENNON	Brit. str.	.....	BUTTERFIELD & SWIRE	21st inst.
LONDON & ANTWERP.	YANTZKE	Brit. str.	.....	BUTTERFIELD & SWIRE	24th July.
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MARSEILLES, LONDON & ANTWERP.	BENMOHE	Brit. str.	Webster	GIBB, LIVINGSTON & CO.	About 11th inst.
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HAMBURG, BREMEN & HAMBURG.	VINDOBONA	Aus. str.	Cobl	SANDER, WIELER & CO.	14th inst.
GENOA, MARSEILLES & LIVERPOOL.	KEEMUN	Brit. str.	.....	BUTTERFIELD & SWIRE	14th inst.
GENOA, MARSEILLES & LIVERPOOL.	SATSUMA	Brit. str.	.....	BUTTERFIELD & SWIRE	14th inst.
NEW YORK, VIA PORTS & SUEZ CANAL.	SENCA	Brit. str.	.....	DODWELL & CO., LD.	14th inst.
DURBAN	COURTFIELD	Brit. str.	Martin	GIBB, LIVINGSTON & CO.	About 15th inst.
VANCOUVER, VIA SHANGHAI, & C.	E. OF INDIA	Brit. str.	.....	CANADIAN PACIFIC R. CO.	About 15th inst.
VANCOUVER, VIA SHANGHAI, & C.	ATHENIAN	Brit. str.	.....	CANADIAN PACIFIC R. CO.	22nd inst.
VICTORIA (B.C.) & SEATTLE VIA NARI, & C.	STENTOR	Brit. str.	.....	BUTTERFIELD & SWIRE	24th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	ARAGONIA	Brit. str.	Schmidt	PORTLAND & ASIATIC CO.	24th July.
PORTLAND, OREGON	CHANGHONG	Brit. str.	.....	BUTTERFIELD & SWIRE	24th July.
AUSTRALIAN PORTS	SARDINIA	Brit. str.	C. C. Talbot	P. & O. S. N. Co.	About 10th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHINGTO	Brit. str.	.....	BUTTERFIELD & SWIRE	16th inst.
KOBE	SHANGHAI	Brit. str.	.....	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	LYNEMOON	Ger. str.	Th. Lehmann	SIMSEN & CO.	9th inst., at 3 P.M.
SHANGHAI	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	About 16th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	SEYDLITZ	Ger. str.	C. Dewers	MELCHERS & CO.	Quick despatch.
FOCHOW, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	To-morrow, 4 P.M.
TAMSU, VIA SWATOW & AMOY	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	To-morrow, 10 A.M.
ANPING, VIA SWATOW & AMOY	TRITON	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	19th inst., 10 A.M.
TAMSU, VIA SWATOW & AMOY	FRITHJOE	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	19th inst., 10 A.M.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	Rosch	DOUGLAS LARRAIK & CO.	To-morrow, 4 P.M.
MANILA	TEAN	Brit. str.	.....	BUTTERFIELD & SWIRE	11th inst., 10 A.M.
MANILA DIRECT	TRENTON	Brit. str.	T. W. Garlick	DODWELL & CO., LD.	About 13th inst.
MANILA DIRECT	ZAFIRO	Brit. str.	A. Fraser	SHEWAN, TOMES & CO.	18th inst., 10 A.M.
CEBU & ILOILO	SUNGIANG	Brit. str.	.....	BUTTERFIELD & SWIRE	9th inst., at 4 P.M.
KUDAT & SANDAKAN.	BORNEO	Ger. str.	Spiess	MELCHERS & CO.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	G. APCAR	Brit. str.	J. G. Olfant	DAVID SASSOON & CO., LD.	9th inst., at 3 P.M.
BOMBAY, VIA SINGAPORE & PENANG	CAPRI	Ital. str.	Belsito	CARLOWITZ & CO.	10th inst., Noon.

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."  
 Captain Belsito, will be despatched as above on FRIDAY, the 10th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & CO.,  
 Agents.  
 Hongkong, 1st June, 1904. [4]

"SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN.

"COURTFIELD."  
 Captain Martin, will be despatched as above on or about the 18th June.

Cargo to be loaded 10th to 15th June.

For Freight, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 31st May, 1904. [1378]  
 HONGKONG-CANTON LINE.

THE British steamship

"YING KING."  
 Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class ... .. \$3.00 for Single journey  
 2nd ... .. 1.50  
 Meals ... .. 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.  
 No. 216, Wing Lok Street.  
 Hongkong, 27th February, 1904. [75]  
 MESSAGERIES CANTON NAISES.

J. TREVOUX & CO.  
 HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodore Steamer

"PAUL BEAU."  
 Captain Frangon, leaves Hongkong for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUN."  
 Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... .. \$3.00  
 Second Class European ... .. \$2.00  
 First Class Chinese ... .. \$1.50  
 Second Class Chinese ... .. .80  
 Deck ... .. .30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to  
 J. LANDOLT, Agent.  
 The Pharmacy, Queen's Road Central.  
 Hongkong, 23rd March, 1904. [420]  
 FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."  
 951 Tons, Captain A. Murphy, will leave for Canton at 8:30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.,  
 No. 147, Connaught Road Central.  
 Hongkong, 15th March, 1904. [37]

## HAMBURG-AMERIKA LINE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
 SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SEGOVIA ... HAYRE, BREMEN and HAMBURG ... On 14th June. Freight.

BATAVIA ... HAMBURG DIRECT ... On 22nd June. Freight.

Capt. Demppwolf ... (Calling at Singapore, Penang and Colombo) ... On 6th July. Freight.

NURNBERG ... HAYRE and HAMBURG ... On 26th July. Freight.

C. FELD LAISZ ... (Calling at Singapore, Penang and Colombo) ... On 10th Aug. Freight.

BADENIA ... HAYRE and HAMBURG ... On 10th Aug. Freight.

Capt. Roerden ... (Calling at Singapore, Penang and Colombo) ... On 10th Aug. Freight.

For Further Particulars, apply to  
 HAMBURG-AMERIKA LINE.  
 HONGKONG OFFICE,  
 QUEEN'S BUILDINGS, No. 1

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE.

RUBI ... 2540 R. W. Almond Manila direct. Sat., 11th June, 10 A.M.

ZAFIRO ... 2540 A. Fraser Manila direct. Sat., 18th June, 10 A.M.

PERLA ... 1980 A. H. Nottley ...

For Freight or Passage apply to  
 SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.  
 Hongkong, 20th May, 1904. [116]

## OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. LEAVING

FOCHOW, VIA SWATOW ... "TRIUMPH" ... WEDNESDAY, 8th June, at 10 A.M.

TAMSU, VIA SWATOW ... "M. STRUVE" ... SUNDAY, 12th June, at 10 A.M.

ANPING, VIA SWATOW ... "TRITON" ... WEDNESDAY, 15th June, at 10 A.M.

TAMSU, VIA SWATOW ... "FRITHJOE" ... SUNDAY, 19th June, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 7th June, 1904. T. ARIMA, Manager. [15]

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ... PERA ... About 8th June ... Freight only.

YOKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea) ... SARDINIA ... About 10th June ... Freight and Passage.

SHANGHAI ... BENGAL ... About 16th June ... Freight and Passage.

LONDON, & C. ... COROMANDEL ... Noon, 18th June ... See Special Advertisement.

For further Particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 30th May, 1904. [3]

## NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

TREMONT ... 9,006 T. W. Garlick ... Tuesday, June 28th

LYDA ... 4,417 G. V. Williams ... Thursday, August 4th

SHAWMUT ... 9,006 W. M. Smith ... Thursday, September 1st

TREMONT ... 9,006 T. W. Garlick ... Saturday, October 1st

1 Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT ... 9,006 tons. T. W. Garlick ... About 13th June.

S.S. SHAWMUT ... 9,006 tons. W. M. Smith ... About 12th August.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 28th May, 1904.

DODWELL & CO., LIMITED, GENERAL AGENTS.

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd June.







## POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dainy and the Trans-Siberian Railway is discontinued.  
The American mail ex *Mongolia* will be transferred at Kobe to the German mail steamer *Sachsen*, which is due here to-day.  
The *Sachsen* with the German Mail left Singapore on Friday, the 3rd inst., at 10 a.m., and may be expected here to-day.

## MAILS WILL CLOSE

FOR	DATE	TIME
Canton	Tuesday, 7th	7.30 A.M.
Quangchow Wm	Tuesday, 7th	8.00 A.M.
Chafco and Nowellwang	Tuesday, 7th	9.00 A.M.
Sweatow, Amoy and Foochow	Tuesday, 7th	10.00 A.M.
Macao	Tuesday, 7th	1.15 P.M.
Shanghai	Tuesday, 7th	3.00 P.M.
Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Tuesday, 7th	3.00 P.M.
Singapore	Tuesday, 7th	4.00 P.M.
Namtoo	Tuesday, 7th	5.00 P.M.
Sanbao	Tuesday, 7th	5.00 P.M.
Macao	Tuesday, 7th	5.00 P.M.
Kongmoon, Kumbhuk and Samshui	Tuesday, 7th	5.00 P.M.
Canton	Wednesday, 8th	7.30 A.M.
Sweatow, Amoy and Foochow	Wednesday, 8th	9.00 A.M.
Haiphong	Wednesday, 8th	9.00 A.M.
Quangchow Wm, Hoibow, Pakhoi and Haiphong	Wednesday, 8th	1.15 P.M.
Ningpo and Shanghai	Wednesday, 8th	3.00 P.M.
Manila	Wednesday, 8th	5.00 P.M.
Europe, &c., India via Tutuoria	Wednesday, 8th	5.00 P.M.
Namtoo	Wednesday, 8th	5.00 P.M.
Sanbao	Wednesday, 8th	5.00 P.M.
Macao	Wednesday, 8th	5.00 P.M.
Kongmoon, Kumbhuk and Samshui	Wednesday, 8th	5.00 P.M.
Canton	Thursday, 9th	7.30 A.M.
Kudat and Sandakan	Thursday, 9th	9.00 A.M.
Macao	Thursday, 9th	1.15 P.M.
Straits and Calcutta	Thursday, 9th	2.00 P.M.
Shanghai	Thursday, 9th	3.00 P.M.
Cebu and Iloilo	Thursday, 9th	3.00 P.M.
Ningpo and Shanghai	Thursday, 9th	5.00 P.M.
Namtoo	Thursday, 9th	5.00 P.M.
Sanbao	Thursday, 9th	5.00 P.M.
Macao	Thursday, 9th	5.00 P.M.
Canton	Friday, 10th	7.30 A.M.
Singapore, Penang and Bombay	Friday, 10th	11.00 A.M.
Macao	Friday, 10th	1.15 P.M.
Chafco, and Tientsin	Friday, 10th	3.00 P.M.
Manila	Friday, 10th	5.00 P.M.
Namtoo	Friday, 10th	5.00 P.M.
Sanbao	Friday, 10th	5.00 P.M.
Macao	Friday, 10th	5.00 P.M.
Canton	Saturday, 11th	7.30 A.M.
Manila	Saturday, 11th	9.00 A.M.
Macao	Saturday, 11th	1.15 P.M.
Amoy, Straits and Rangoon	Saturday, 11th	5.00 P.M.
Namtoo	Saturday, 11th	5.00 P.M.
Sanbao	Saturday, 11th	5.00 P.M.
Macao	Saturday, 11th	5.00 P.M.
Canton	Sunday, 12th	7.30 A.M.
Manila	Sunday, 12th	9.00 A.M.
Macao	Sunday, 12th	1.15 P.M.
Canton	Tuesday, 14th	10.00 A.M.
Singapore, Penang and Calcutta	Tuesday, 14th	10.00 A.M.

EUROPE, &c., India via Tutuoria  
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila, India via Tutuoria  
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)  
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

TO-MORROW.  
Fanny Stanley's Comic Opera and Dramatic Co., Theatre Royal.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON	ON LONDON
Telegraphic Transfer	1.94
Bank Bills, on demand	1.94
Bank Bills, at 20 days' sight	1.94
Bank Bills, at 4 months' sight	1.94
Credits, at 4 months' sight	1.94
Documentary Bills, 4 months' sight	1.94
ON PARIS	ON PARIS
Bank Bills, on demand	226
Credits, at 4 months' sight	229
ON GERMANY	ON GERMANY
On demand	184
ON NEW YORK	ON NEW YORK
Bank Bills, on demand	43
Credits, 60 days' sight	44
ON BOMBAY	ON BOMBAY
Telegraphic Transfer	134
Bank, on demand	134
ON CALCUTTA	ON CALCUTTA
Telegraphic Transfer	134
Bank, on demand	134
ON SHANGHAI	ON SHANGHAI
Bank, at sight	71
Private, 30 days' sight	72
ON YOKOHAMA	ON YOKOHAMA
On demand	88
ON MANILA	ON MANILA
On demand	Nominal
ON SINGAPORE	ON SINGAPORE
On demand	Nominal
ON BATAVIA	ON BATAVIA
On demand	107
ON HAIPHONG	ON HAIPHONG
On demand	24 p.c. pm.
ON SAIGON	ON SAIGON
On demand	2 p.c. pm.
ON BANGKOK	ON BANGKOK
On demand	63
SOVEREIGNS	SOVEREIGNS
Cash, Bank's Buying Rate	\$1
GOLD LEAF, 100 fms. per leaf	\$57.70
BAR SILVER, per oz.	25

## OPIUM.

Quotations are—	Allow 10 cts. to 1 catty.
Malwa New	\$1040 to \$1060 per picul
Malwa Old	\$1040 to \$1060
Malwa V. Old	\$1040 to \$1060
Malwa V. Old	\$1040 to \$1060
Malwa V. Old	\$1040 to \$1060
Malwa V. Old	\$1040 to \$1060
Malwa V. Old	\$1040 to \$1060
Malwa V. Old	\$1040 to \$1060
Malwa V. Old	\$1040 to \$1060
Malwa V. Old	\$1040 to \$1060

## VESSELS EXPECTED.

**THE GERMAN MAIL.**  
The Imperial German mail steamer *Seydlitz* left Singapore on the 3rd inst., at 10 a.m., and may be expected here on the 7th inst., at 5 p.m.  
The Imperial German mail steamer *Sachsen* left Shanghai via Foochow on the 4th inst., at 3 a.m., and may be expected here on the 8th inst., at 4 a.m.

**THE AMERICAN MAIL.**  
The P.M. steamer *Mongolia* left Nagasaki for Manila on the 3rd inst., at 5 a.m., and is due here on the 8th inst.

**THE CANADIAN MAIL.**  
The P.M. steamer *Empress of India* left Vancouver on Tuesday, the 24th ult., p.m., for Hongkong via the usual ports of call.

**MERCHANT STEAMERS.**  
The E. & A. steamer *Australian* arrived at Manila on the 3rd inst., and may be expected here on the 6th inst.

## JOINT STOCK SHARES.

Hongkong, 3rd June.

COMPANY	PAID UP.	QUOTATIONS.
Hongkong & Shanghai	\$125	\$667, sellers
Nati Bank of China	\$25	\$48, sales & buy.
B. Shares	\$25	\$48, sales & buy.
Foun. Shares	\$25	\$48, sales & buy.
Bell's Asbestos & Co.	\$25	\$48, sales & buy.
Canton-Hongkong Ice	\$25	\$48, sales & buy.
Campbell, Moore & Co.	\$25	\$48, sales & buy.
China-Borneo Co., Ltd.	\$25	\$48, sales & buy.
China Light & Power Co., Ltd.	\$25	\$48, sales & buy.
China Sugar	\$25	\$48, sales & buy.
China Trar. & S. M.	\$25	\$48, sales & buy.
Cigar Companies	\$25	\$48, sales & buy.
Alumina, Ltd.	\$25	\$48, sales & buy.
Philippine Co., Ltd.	\$25	\$48, sales & buy.
Cotton Mills	\$25	\$48, sales & buy.
Evro	\$25	\$48, sales & buy.
International	\$25	\$48, sales & buy.
Laon Kung Mow	\$25	\$48, sales & buy.
Soyabean	\$25	\$48, sales & buy.
Hongkong	\$25	\$48, sales & buy.
Dairy Farm	\$25	\$48, sales & buy.
Peawick & Co., Ltd.	\$25	\$48, sales & buy.
Green Island Cement	\$25	\$48, sales & buy.
Hongkong & S. C. Gas	\$25	\$48, sales & buy.
Hongkong Electric	\$25	\$48, sales & buy.
H. H. L. Tramways	\$25	\$48, sales & buy.
St. Steam Water	\$25	\$48, sales & buy.
beat Co. Ltd.	\$25	\$48, sales & buy.
Hongkong Hotel	\$25	\$48, sales & buy.
China Traders	\$25	\$48, sales & buy.
H. & K. Winif & G.	\$25	\$48, sales & buy.
Hongkong Hope	\$25	\$48, sales & buy.
U. & W. Dock	\$25	\$48, sales & buy.
Canton	\$25	\$48, sales & buy.
China Fire	\$25	\$48, sales & buy.
Hongkong Ice	\$25	\$48, sales & buy.
Hongkong Fire	\$25	\$48, sales & buy.
North China	\$25	\$48, sales & buy.
Union	\$25	\$48, sales & buy.
Yangtze	\$25	\$48, sales & buy.
Land and Building	\$25	\$48, sales & buy.
Hongkong Land Inv.	\$25	\$48, sales & buy.
Hampshire	\$25	\$48, sales & buy.
Kowloon Land & B.	\$25	\$48, sales & buy.
West Point Building	\$25	\$48, sales & buy.
Shanghai Land	\$25	\$48, sales & buy.
Luzon Sugar	\$25	\$48, sales & buy.
Charbonnages	\$25	\$48, sales & buy.
Funjion	\$25	\$48, sales & buy.
De. Preference	\$25	\$48, sales & buy.
New Amoy Dock	\$25	\$48, sales & buy.
Powell, Ltd.	\$25	\$48, sales & buy.
Steamship Coys.	\$25	\$48, sales & buy.
China and Manila	\$25	\$48, sales & buy.
Douglas Steamship	\$25	\$48, sales & buy.
H. Canton and M.	\$25	\$48, sales & buy.
Indo-China S. N.	\$25	\$48, sales & buy.
Shanghai and S.	\$25	\$48, sales & buy.
Teaching Co.	\$25	\$48, sales & buy.
Do. Preference	\$25	\$48, sales & buy.
Star Ferry	\$25	\$48, sales & buy.
S.C.F. Boyd & Co., Ltd.	\$25	\$48, sales & buy.
T. H. Dyeing & C.	\$25	\$48, sales & buy.
Co., Ltd.	\$25	\$48, sales & buy.
Tobacco Planting Co.	\$25	\$48, sales & buy.
United Asbestos	\$25	\$48, sales & buy.
Watkins, Ltd.	\$25	\$48, sales & buy.
Watson & Co., A.S.	\$25	\$48, sales & buy.

## HONGKONG TIDE TABLE.

From 7th to the 13th June.

Hour	High Water	Low Water
1st	7.15	1.15
2nd	7.45	1.45
3rd	8.15	2.15
4th	8.45	2.45
5th	9.15	3.15
6th	9.45	3.45
7th	10.15	4.15
8th	10.45	4.45
9th	11.15	5.15
10th	11.45	5.45
11th	12.15	6.15
12th	12.45	6.45
13th	1.15	7.15
14th	1.45	7.45
15th	2.15	8.15
16th	2.45	8.45
17th	3.15	9.15
18th	3.45	9.45
19th	4.15	10.15
20th	4.45	10.45
21st	5.15	11.15
22nd	5.45	11.45
23rd	6.15	12.15
24th	6.45	12.45
25th	7.15	1.15
26th	7.45	1.45
27th	8.15	2.15
28th	8.45	2.45
29th	9.15	3.15
30th	9.45	3.45
31st	10.15	4.15
32nd	10.45	4.45
33rd	11.15	5.15
34th	11.45	5.45
35th	12.15	6.15
36th	12.45	6.45
37th	1.15	7.15
38th	1.45	7.45
39th	2.15	8.15
40th	2.45	8.45
41st	3.15	9.15
42nd	3.45	9.45
43rd	4.15	10.15
44th	4.45	10.45
45th	5.15	11.15
46th	5.45	11.45
47th	6.15	12.15
48th	6.45	12.45
49th	7.15	1.15
50th	7.45	1.45
51st	8.15	2.15
52nd	8.45	2.45
53rd	9.15	3.15
54th	9.45	3.45
55th	10.15	4.15
56th	10.45	4.45
57th	11.15	5.15
58th	11.45	5.45
59th	12.15	6.15
60th	12.45	6.45

## HONGKONG HIGH-LEVEL TRAM.

WAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.	WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.	7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.	8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.	8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.	9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.	11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.	12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.	1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.	1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.	2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.	2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 10 minutes.	3.00 p.m. to 3.30 p.m. Every 10 minutes.
3.30 p.m. to 7.00 p.m. Every 10 minutes.	3.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.	7.00 p.m. to 8.00 p.m. Every 15 minutes.
NIGHT CARS.	NIGHT CARS.
1.45 p.m. & 7.00 p.m. 9.45 to 11.15 p.m. every 1 hour.	1.45 p.m. & 7.00 p.m. 9.45 to 11.15 p.m. every 1 hour.

## PASSENGERS.

ARRIVED.

Per *Laisang*, from Singapore, Mrs. W. Lord, and Mr. H. Moore.Per *Glenfarg*, from London, Mr. Davis.Per *Tylofap*, from Amoy, Mr. and Mrs. Neilson.Per *Changsha*, from Yokohama, &c., Capt. W. R. Clark, Messrs. Noble, Turpin, Edwards, A. Anderson, A. McDonald, O. Manning, S. Watson, C. Nicols, S. Robinson, J. Anderson, L. McKenna, D. McKenna, A. Daussey, H. Kurtzmann, J. Blackell, L. McQuone, E. Barrell, B. Underhill, G. Way, C. McDonald, T. McCarty, F. Hurst, J. Harvey, J. Mackay, T. Robinson, G. Barlow, J. Williams, and W. Smith.Per *Rubi*, from Manila, Mr. and Mrs. B. Glorio, Mr. Ricardo Glorio, Mr. and Mrs. Emilio Branner, Mrs. K. M. Cooney, Mr. and Mrs. G. Colombo, Mrs. L. Goldenberg, Messrs. M. and Jack Goldenberg, Mr. and Mrs. Yeghodi, Mrs. A. Dominga, Mr. R. Dominga, Messrs. Antonio Osorio, Felix Reinhold, Phil. De Ring, Wm. F. Van Hoeson, J. A. Christensen, and L. Bates.

DEPARTED.

Per *Eastern*, for Australia, &c., Mrs. Ashton, Mr. and Mrs. Gonsalves and children, Miss M. Gonsalves, Mr. J. Gonsalves, Mrs. Matheson and child, Miss Lilian Lewis, Rev. J. Davies, Capt. Middleton, Lieut. J. A. Regis, Messrs. I. Berry, R. Orill, H. Douglas, E. Forrier, P. Folkes, G. T. H. Murchison, A. Nunez, Kikamura, Seishimura, and Madame Iwasaki.Per *Changsha*, from Yokohama, &c., Capt. W. R. Clark, Messrs. Noble, Turpin, Edwards, A. Anderson, A. McDonald, O. Manning, S. Watson, C. Nicols, S. Robinson, J. Anderson, L. McKenna, D. McKenna, A. Daussey, H. Kurtzmann, J. Blackell, L. McQuone, E. Barrell, B. Underhill, G. Way, C. McDonald, T. McCarty, F. Hurst, J. Harvey, J. Mackay, T. Robinson, G. Barlow, J. Williams, and W. Smith.Per *Rubi*, from Manila, Mr. and Mrs. B. Glorio, Mr. Ricardo Glorio, Mr. and Mrs. Emilio Branner, Mrs. K. M. Cooney, Mr. and Mrs. G. Colombo, Mrs. L. Goldenberg, Messrs. M. and Jack Goldenberg, Mr. and Mrs. Yeghodi, Mrs. A. Dominga, Mr. R. Dominga, Messrs. Antonio Osorio, Felix Reinhold, Phil. De Ring, Wm. F. Van Hoeson, J. A. Christensen, and L. Bates.

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